

The China Mail.

Established February, 1845.

VOL. XXXVII. No. 5666.

九月十九年一千八百八十一英

HONGKONG, SATURDAY, SEPTEMBER 10, 1881.

日七月七日

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

Notices of Firms.

NOTICE.

MR. S. J. CRUTCH is authorized to sign our Firm for Procurement.

REISS & Co.

Hongkong, 11th July, 1881. sc18

NOTICE.

I HAVE this day ESTABLISHED myself as MANAGER and GENERAL COMMISSIONS AGENT, under the style of HERBERT DENT & CO.

HERBERT F. DENT.

Canton, September 1, 1881. sc18

NOTICE.

THE Undersigned have been appointed SOLE AGENTS for the sale of their GOODS by Messrs KYNOCH & Co., of WITTON, near BIRMINGHAM.

MEYER & Co.

Hongkong, August 13, 1881. sc182

For Sale.

FOR SALE.

6,000 Enfield RIFLES.
900 Assorted RIFLES.

Apply to D. MUSSO & Co.

Hongkong, September 5, 1881. sc18

FOR SALE.

J. & B. LAURENT FRERES Best
J. COGNAC... No. 1 Gold Capsule
Do. Do. Do. No. 1 Silver Capsule
ADET SEWARD & Cie's CLARETS.

CHATEAU BRANE MOUTON in Quarts
and, LAROSSE in Pinte and Quarts.
Also, FLOWERS & Sons Bottled ALE.

SPARKLING HOCK.
SPARKLING MOSELLE.
NIERSTEINER.
RUDESHEIMER.
LEILEFRAUMILCH.
STEINWEIN.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, August 30, 1881.

FOR SALE.

JULES MUMM & Co.'s
CHAMPAGNE.
Quarts... \$10 per 1 doz. Case
Pints... \$17 per 2 doz. "

GIBB, LIVINGSTON & Co.

Hongkong, February 2, 1880.

JOHN BAZLEY WHITE & BROTHERS' PORTLAND CEMENT.

Sole Agents for China.
HOLLIDAY, WISE & Co.

Hongkong, June 13, 1881. sc18

FOR SALE.

A BOUT 2,000 lbs. MILLER & RICHARD'S
Extra-hard Metal BOURGEOIS
TYPE, No. 10, (somewhat worn but in
fairly good condition).

Apply to OFFICE OF THIS PAPER.

Hongkong, July 22, 1881.

To Let.

TO LET.

ROOMS in Club CHAMBERS; Possession
from 1st October Next.

Apply to DOUGLAS LAPRAIK & Co.

Hongkong, September 5, 1881.

TO LET.

HOUSE of 6 ROOMS, over the Ice
House.

Apply to WM. N. BAIN,
Ice House.

Hongkong, September 5, 1881.

TO LET.

N. O. 2, Old BAILEY STREET,
And, No. 6, PEDDAR'S HILL.

Also, No. 9, SYDNEY TERRACE.

Apply to DAVID SASSOON, SONS & Co.

Hongkong, July 18, 1881.

Intimations.

CHINESE IMPERIAL GOVERNMENT

LOAN of 1878.

THE INTEREST due 12th of September current of the above LOAN, together with the BONDS DRAWN for Redemption, will be Paid at the Office of this CORPORATION on and after that Date.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
(Signed) H. SMITH,
Chief Accountant.

Countersigned:

EDMUND SHARP,
Notary Public,
HONGKONG.

Hongkong, 12th day of August, 1881.

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS
are requested to send in a Statement
of Business Contributed during the Half
Year ended 30th June, 1881, on or before
September 30th, on which date the Accounts
will be closed.

By Order of the Board of Directors.

B. COOKE,
Acting Secretary.

Hongkong, August 30, 1881. sc18

Intuition in French Language

by MESSRS LOUIS PIRON, Sr.

SINGING CULTURE OF THE VOICE

by M. EUGENE PIRON, Jr.

Hongkong, August 30, 1881.

Intimations.

FIFTH DRAWING.

Chinese Imperial Government
Eight per Cent. Loan
of 1878.

NOTICE is hereby given that in conformity with the stipulation contained in the Bonds of this Loan, the following Numbers of Bonds to be paid off at Par, at the Offices of the HONGKONG and SHANGHAI BANKING CORPORATION, in Hongkong and Shanghai, on the Twelfth day of September, 1881, when the Interest thereon will cease to be payable, were this day drawn at the Office of the said Corporation in Hongkong, in the presence of Mr. HENRY SMITH, the Officer appointed by the Court, sitting in Bankruptcy, to preside at such Meeting.

C. F. A. SANGSTER,
Acting Registrar,
and ex-Officio Official Assignee.

Hongkong, September 5, 1881. sc12

Intimations.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.

In the Matter of WONG TAK, a
Bankrupt.

NOTICE is hereby given that a MEETING of CREDITORS of the above Estate will be held on FRIDAY, the 16th September, 1881, at 11 a.m., at the READER'S OFFICE, Supreme Court, for the purpose of submitting a Statement of the Estate of the Bankrupt, and of the Receipts and Payments, and for declaring a Dividend.

Mr. PATRICK ROSE SMITH, Acting Deputy Registrar, is the Officer appointed by the Court, sitting in Bankruptcy, to preside at such Meeting.

C. F. A. SANGSTER,
Acting Registrar,
and ex-Officio Official Assignee.

Hongkong, September 5, 1881. sc12

Notices to Consignees.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM TRIESTE, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Company's Steamship "Daphne", having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godown of the Undersigned, whence delivery can be obtained.

Consignees wishing to receive their Goods on the Wharf are at liberty to do so.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining after the 18th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

MELCHERS & Co., Agents.

Hongkong, September 9, 1881. sc12

Shipping.

Steamers.

FOR MANILA.

The Steamship

"Empress,"

Captain TAYLOR, will be

despatched for the above

Port on MONDAY, the 12th Inst., at 3 p.m.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, September 9, 1881. sc12

Shipping.

Sailing Vessels.

FOR NEW YORK.

The A 1 American Ship

"David Burns,"

Sriven, Master, will load here

for the above Port, and will

have quick despatch.

For Freight, apply to

VOGEL & Co.

Hongkong, July 25, 1881.

FOR NEW YORK.

The A 1 American Ship

"Mary L. Stote,"

Fried, Master, will load here

for the above Port, and will

have quick despatch.

For Freight, apply to

VOGEL & Co.

Hongkong, July 23, 1881.

Mails.

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s

Steamship

"China,"

will leave for the above

place on FRIDAY, the 16th Inst., at 4 p.m.

A. MCIVER,
Superintendent.

P. & O. S. N. Co.'s Office,

Hongkong, September 5, 1881. sc16

OCEAN STEAMSHIP COMPANY.

FOR YOKOHAMA (DIRECT).

The Co.'s Steamship

"Tacer,"

Captain R. T. POWELL,

will be despatched on or

about the 16th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, September 6, 1881.

STEAM TO BOMBAY.

The P. & O. S. N. Co.'s

Steamship

"China,"

will leave for the above

Port on or about the 16th instant.

A. MCIVER,

Superintendent.

For Sale.

To-day's Advertisements.

MacEwen, Frickel & Co.
HAVE RECEIVED FOR SALE,
Ex French Mail Steamer
"Amazone."

Fine FRENCH BUTTER in Kilo Bottles.
Norfolk PRATT'S VERMOUTH.

Regulation LIFE BELTS.
Do. LIFE BUOYS.
FITTERS, assort'd sizes.
BATH BRICKS, SHOE BLACKING.
Hubbuck's PAINTS and OILS.

Ex "Agaememnon."
At WHOLESALE PRICES.
200 kgs Fine American FURNISHING
NAILS, No. 3 to 12.
25 " American SPIKES, 4 inches to
7 inches.
50 barrels Prime American MESS PORK
60 " Philadelphia Extra BEEF.
200 " FINEST STRIPS OF ROSIN.
300 " CRY PITCH.
150 cases SPIRITS OF TURPENTINE.
100 barrels Dried APPLES.
500 cases FLORIDA WATER.
50 barrels AMERICAN TAR.
15 " LAMP BLACK.
50 cases American CLOCKS.

COTTON DUCK, Camel BEEF, MUTTON, OYSTERS, LOBSTERS, CORN, TOMATOES, Corn BEEF, Condensed MILK, Tomato CATEUP, HANDSPIKES, OAKUM, ASH OAKS, MAPLE, ASH, and White Pine PLANKS.

Ex "Abe Carver."
Florence COOKING STOVES,
STEAMERS and BRAILERS.
CORN BROOMS.
India Rubber KNEE BOOTS.
AGATEWARE, in every variety of Kitchen Utensils.
Charter Oak COOKING STOVES.
Spartan COOKING STOVES.
BOURBON WHISKY.

Ex Steamers via Suez Canal.
DOUGLASS' OFFICE CHAIRS.
MESSRS. GARDNER & Co.'s PERFORATED VENEER.
HIGH REVOLVING OFFICE CHAIRS.
HIGH-BACK OFFICE CHAIRS.
ROCKING FOLDING CHAIRS.
DINING-ROOM CHAIRS.
LADIES' ROCKING CHAIRS.

The above we can highly recommend for office and domestic use, being admirably adapted to this climate.

Ex "Gleniffer."
CROSE & BLACKWELL'S AND OTHER HOUSEHOLD STORES.
THIVISON'S DESSERT FRUITS.
SAVOURY PATE.
GAME PATE.
PORK PATE.
OX PALATES.
HUNG (Hambo) BEEF.
HUNTER & PALMER'S BISCUITS.
FRUITS for Ices.
SHERBET.
COCONUTINA.
VAN HOUTEN'S COCOA.
EPFA'S COCOA.
ROBINSON'S GROATS.
GELATINE.

Russia OX-TONGUES.
French PLUMS.
PATE DE FOIE GRAS.
SARDINES.
Ham TONGUE and Chicken SAUSAGE.

Breakfast BACON.
ASPARAGUS.
MACCARONI.
VERMICELLI.
SAUSAGES.
MEATS.
SOUPS, &c., &c.
COPYING PRESSES.

E. X. AMERICAN MAIL.
Eastern and Californian CHEESE.
Bacon CODFISH.
Prime HAMS and BACON.

Russian CAVIARE.

Eagle Brand Condensed MILK.

PEACH, and APPLE BUTTER.

Pickled OX-TONGUES.

Family PIG-PORK in legs and pieces.

Paragon MACKEREL in 5 lb cans.

Real Ideal SALMON in 5 lb cans.

Cutting's Dessert FRUITS in 2 lb cans.

Assorted Canned VEGETABLES.

Potted SAUSAGE and Sausage MEAT.

Stuffed PEPPERS.

Assorted PICKLES.

MINCEMEAT.

COM'S HONEY in Original Frames.

Richardson & Robbin's Celebrated Potted MEATS.

Richardson & Robbin's Curried OYSTERS.

Lunch TONGUE.

Assorted "SYRUPES, for Summer Drinks.

McCarty's Sugar LEMONADE.

Cream CHOWDER.

Codfish BALLE.

Green TURTLE in 2½ lbs.

CALIFORNIA RACKER COMPANY'S BISCUITS in 5 lb tins, and loose. Alphabetic BISCUITS. Fancy Sweet Mixed BISCUITS. Ginger CAKES. Soda BISCUITS. Oyster BISCUITS.

Cracked WHEAT. OATMEAL. HOMINY. CORNMEAL. BUCKWHEAT FLOUR. BEEF MEAL.

SPECIALLY SELECTED CIGARS.
WINES, SPIRITS, BEER AND AERATED WATERS.

SHIPHANDLERY of every Description. RIGGING and SAIL-MAKING promptly executed.

Hongkong, August 11, 1881.

SHIPPING.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Tenuis,"

will be despatched for YOKOHAMA TO-MORROW, the 11th Instant, at 2 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, September 10, 1881. 1811

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Pello,"

Commandant PASQUALINI,

will be despatched for SHANGHAI TO-MORROW, the 11th Instant, at 2 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, September 10, 1881. 1811

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship "Pello,"

Commandant PASQUALINI,

will be despatched for SHANGHAI TO-MORROW, the 11th Instant, at 2 p.m.

G. DE CHAMPEAUX, Agent.

Hongkong, September 10, 1881. 1811

NOTICE.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship "Tenebris,"

Capt. H. Jones, will be despatched at Noon on

MONDAY, the 12th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWINE, Agents.

Hongkong, September 10, 1881. 1812

NOTICE.

THE STEAMSHIP "KUANGMING,"

Captain YOUNG, will be despatched for the above Ports on WEDNESDAY, the 14th Inst., at Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAK & Co., Agents.

Hongkong, September 10, 1881. 1812

NOTICE.

THE STEAMSHIP "CANTON,"

J. C. JAQUES, Comdr.,

will be despatched as above on THURSDAY, the 16th Instant, at 3 p.m.

For Freight or Passage, apply to

GEO. R. STEVENS & Co., Agents.

Hongkong, September 10, 1881. 1815

NOTICE.

FOR SINGAPORE AND PENANG.

The Steamship "Canton,"

J. C. JAQUES, Comdr.,

will be despatched as above on THURSDAY, the 16th Instant, at 3 p.m.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 10, 1881. 1815

NOTICE.

FOR SYDNEY AND MELBOURNE.

VIA FOOCHOW.

The Eastern and Australian Steamship Co.'s Steamer

"Tenebris,"

will be despatched as above on THURSDAY, the 16th Instant, at 5 p.m.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 10, 1881. 1815

NOTICE.

FOR SYDNEY.

(Calling at PORT DARWIN, THURSDAY,

DAY ISLAND, COOKTOWN,

TOWNSVILLE and KEPPEL BAY,

and taking through Cargo to NEW ZEALAND.)

The Eastern and Australian Steamship Co.'s Steamer

"Bower,"

will be despatched as above on FRIDAY,

the 16th Instant, at 4 p.m.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 10, 1881. 1816

NOTICE.

FOR YOKOHAMA.

S. S. "Tuncis,"

To-morrow, the 11th

inst. Registry ceases at 11.15 a.m.

Mail closes at 11.30 a.m. Paid

Correspondence may then be posted in the movable box on board the Packet.

For SHANGHAI.

S. S. "Pello,"

To-morrow, the 11th

inst. Registry ceases at 10.45 a.m.

Mail closes at 11.10 a.m. Late

Letters received from 11.10 to 11.30 a.m. with 10 cents Late Fee. Paid

Correspondence may then be posted in the movable box on board the Packet.

For SINGAPORE AND LONDON.

Per "Tuncis,"

at 11.30 a.m. on Monday,

the 12th inst.

For MANILA.

Per "Tuncis,"

at 11.30 a.m. on Monday,

the 12th inst.

For SAIGON.

Per "Tuncis,"

at 11.30 a.m. on Monday,

the 12th inst.

For BANGKOK.

Per "Tuncis,"

at 11.30 a.m. on Monday,

the 12th inst.

For SWATOW, AMOY and FOOCHOW.

Per "Kuangming,"

at 11.30 a.m. on Monday,

the 12th inst.

For FOOCHOW, SYDNEY, and MELBOURNE.

Per "Tuncis,"

at 11.30 a.m. on Monday,

the 12th inst.

For SINGAPORE.

paper that has been issued to Government offices for the past two years or so has been found to answer very well, and it is therefore thought that, if the Hangsou Jail could turn out paper of equal quality, it would effect an immense saving to the Government. For sometime back khine grass has been experimented with a view to its utilization for paper manufacture. If the matter favorably reported on, British Burns or rather the Hangsou Jail will be quite in a position to supply all its own requirements as there is any amount of the raw material procurable.—*Hangsou paper.*

THE British steamer *Naples*, Captain White, which arrived at Shanghai on the 2nd inst., experienced very rough weather on the voyage from Hongkong, ten days out, and passed through a very violent typhoon and several other gales. The vessel has sustained extensive damage, some of her plates near the port-bow being broken, and bulkheads, life-boats, deckhouses, and hen-coops smashed, by heavy seas which came right over her, touching her fore-porch. The mate and one of the crew were caught by a heavy sea and dashed against the stanchions; the mate had a leg broken and the other man was nearly drowned. The saloon and store room were flooded, partitions broken down, and a great deal of havoc done, while the captain's papers and instruments were damaged. The engines and wheel were also much injured.—*N. C. D. News.*

THE TEA RACE OF 1881.

A FEW LAST WORDS.

There was so much interest taken this year, both here and in Shanghai, in the Tea Race, and there were so many different versions of what really occurred and what the result was, that we took some trouble, when the earliest opportunity presented itself, to secure the exact figures on undoubted authority and lay them before our readers, to whom we were confident they would be of much interest. We gave, on the 26th ult., authentic figures from the vessels themselves, which finally set at rest all disputes as to whether the *Glenfruin* beat the *Loudoun Castle* or not, on the run home with the new season's tea. Those figures showed, as we noted at the time, "that the time of both vessels from Hangkow to Gravesend was exactly the same, but as the real race is supposed to begin at Woosung and end at Gravesend, it will be noticed that the *Glenfruin* had the advantage of the *Loudoun Castle*, on that distance, by 9 hours 40 minutes." An elaborate but rather stupid attempt has been made, on whose behalf we cannot well make out, to cast a doubt upon the accuracy of these figures,—an attempt which has miserably failed. The quibble is first made that the Race is not from Woosung to Gravesend but—*mirabile dictu!*—from the Red Buoy to Gravesend. This is, of course, a distinction without a difference. The Red Buoy is distant from Woosung a mile and a half! No one ever suggested, so far as we know, that the Tea steamers do go to Woosung; but the race is always spoken of as from Woosung to Gravesend. It has invariably been thus spoken of by us, all along, this year and on previous occasions. The precise point of "the star" is the hour at which the Red Buoy is at or close to Woosung, is passed. The *Glenfruin* did not go into Woosung, as our critic has it, but did go to Gravesend, as near as possible to allow of getting into fair water; but she certainly did not pass the Red Buoy until after she had taken in coal—the exact hour being ten minutes past midnight, or 3 hours and 40 minutes after the *Castle* steamer, when she passed within 100 yards of the buoy. The *Loudoun Castle* went twenty miles further down the river, and even granting it to be correct that she anchored there, we see no reason in the world why that time should be deducted. The statement, therefore, that "the *Glenfruin*'s passage from the Red Buoy to Gravesend, was 9 hours and 40 minutes longer than the time stated by the *China Mail* from Woosung to Gravesend," is simply a plain inaccuracy. In short, substitute Red Buoy, if you like it better, for Woosung in the time of the *Glenfruin*, that of the *Glenfruin* and that of the *Loudoun Castle*, and in the comparative statements, as we published them, the terms are synonymous—and we have:

d. h. m.
Glenfruin—Woosung (Red Buoy) to Gravesend..... 36 20 47
Glenfruin..... 37 19 40
Loudoun Castle..... 36 5 20

These figures, and the simple fact that passing the Red Buoy 33 hours, 40 minutes after the *Loudoun*, she arrived at Gravesend 24 hours only behind her, prove again, if it were ever necessary, that the *Castle* was beaten by the second *Glen* by 9 hours, 40 minutes, and by the first *Glen* by 1 day, 8 hours, 33 minutes. The statement that the *Loudoun*'s passage from Hangkow to Gravesend was "slightly shorter" than that of the *Glenfruin*—although what credit it would be given to such a claim we see is a statement of the *Glenfruin* and of the two vessels did the passage in exactly the same time. Again, of what interest in this connection are the respective passages of these two steamers, the *Glenfruin* and the *Loudoun Castle* in the *China Mail*, and what possible credit is claimed out of it attempted to be taken for it; that "between Hangkow and the Red Buoy, the *Loudoun Castle* anchored two nights while the *Glenfruin* anchored only one," or, worse and worse, "at the *Loudoun* was so many hours longer than the *Glenfruin* in getting through the Suez Canal." Why is the third steamer dragged in at all when the only question ever raised was whether the *Glenfruin* or the *Loudoun Castle* made the better passage? We have not the slightest doubt that the *Glenfruin*—which, the *Press* seems to forget, is the steamer whose run it is comparing with the *Loudoun*—anchored longer in the *Canal* than the *cast* steamer under Captain Gulland, and was longer in the *Canal*. But what's it to us?

Four or five hours the *Castle* was gained in rescuing the men from the *Glen*, we have always held that in mind and given no credit for it,—although such cannot well be done in a table showing the actual time occupied between the two ports. It may be well, here, to compare the figures as given in table-form above, which we published as far back as 1877, with a well-versed correspondent of ours, who is likely to be among the principal writers on the run home with the *Glenfruin* and Gravesend:

..... days hours
Glenfruin..... 37 19 40
Glenfruin (Horn)..... 38 00
Loudoun Castle..... 36 5 20

So these figures, as they are actually taken from the *China Mail* and the *Press*, were our correspondent greatly out in his reckoning.

FATAL ACCIDENT ON BOARD THE S. S. "PING-ON" INQUEST THIS AFTERNOON.

An inquest was held on the body of James Watson, 41, second engineer of the *Ping-On* who died through being scalded by the bursting of a stop-cock—before the Coroner, H. E. Wodehouse, Esq., and a Jury consisting of Messrs. O. Noodt, F. M. Goni, and A. M. Baptista.

Dr. Murray, Acting Superintendent of the Civil Hospital, said deceased was brought to the Hospital at 4.30 a.m. of the morning of the 8th. Witness saw him at nine o'clock the same morning. He was suffering from excessive scalds produced by steam or hot water. The head and face, upper extremities of the arms, and upper half of the body were extensively and seriously scalded. The skin was all in blisters. The mouth also was burned, but the interior of the mouth was not so severely scalded. Witness treated him and applied the usual remedies in cases of scalding. Witness thought from the first that the case was hopeless. Deceased only complained of pain at first, but afterwards appeared to suffer more. Witness regarded that as a bad sign, and as showing a very severe shock to the nervous system. Deceased died from shock to the system, and effusion of the brain—a usual result of severe burning. He lingered on till five o'clock p.m. on the following day, when he died. Witness was constantly with him up to the time of his death.

James Clechow said he was ward-master in the Hospital. He saw deceased brought in about 4.40 a.m. on Thursday, the 8th instant, and witness laid him in one of the wards. When he came he was all-black with soot. From the hips right up to the crown of his head the whole of the skin was blistered and broken. He was conscious. He was suffering much pain. He walked up and down like a madman. He was put to bed and was immediately attended to by Dr. Marques. He was wrapped up in cotton wool, but did not feel easy all the night. He felt easier the next day about 1 p.m. Deceased told witness that he was on deck, as he was a little easier, that he was on deck, as they were going to sea at five o'clock that morning. One of the firemen came running up to him saying that one of the stop-cocks was choked. This was a little after four o'clock. Deceased went down to look at it, and as soon as he got abreast of it the cook burst, and knocked him over. 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Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes of Queris* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The *China Review*, or *Notes and Queris* on the Far East, is issued at intervals of two months, each number containing about 30 octavo pages, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$6.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manners and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number. Original contributions in Chinese, English, French, German, Spanish, Italian and Portuguese, are admirable. Submissions are made to present a record in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together, the "Notes" (few references being given, when furnished, to previous Notes or Queris), are also those queries which though asking for information furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queris proper as brief and as much to the point as possible.

The *China Review* for July and August, 1875, is at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned societies should subscribe to this scholarly and enterprising Review. It is a sixty-paged, bi-monthly, repertory of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address *China Review*, Hongkong. — *North China Advocate* (U.S.)

Trübner's Oriental Record contains the following notice of the *China Review*: — "This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as some respects a continuation of *Notes and Queris* on China and Japan, the extinction of which useful serial for two or two years has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed by late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the *Review* by papers highly creditable to their respective authors. A paper on Dr. Legge's *See Ying*, by the Rev. E. J. Etel, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connexion with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness. An account of the career of the Chinese post-station of the eleventh century, *Shu Fung-p'ao*, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the *Review*, if carried out with punctuality and detail, we are glad to notice that "Notes" and "Queris" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine."

THE CHINESE MAIL.

This paper is now issued every day. The subscription is fixed at Four Dollars per annum, delivered in Hongkong, or Seven Dollars Fifty Cents including postage to Coast ports.

It is the first Chinese Newspaper issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also are to be found the contractors and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, — from Australia, California, Singapore, Penang, Selangor, and other places frequented by the Chinese, — consider themselves justified in guaranteeing the ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obtrusive in tone—is almost limitless. It is on the one hand commands Chinese belief and interest while on the other it deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

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NOTICE TO SHIPPERS.
Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Merchant Vessels in Hongkong Harbour.

Records of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commanding at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C., midway between each shore are marked C., in conjunction with the figures denoting the sections.

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